

**IN THE SPECIFICATION**

**Please amend the paragraph beginning on page 1, line 5 as follows:**

The present invention relates to ~~structure of mounting a weight in a forklift truck~~  
comprising a frame, a weight and a mounting structure for mounting the weight, and furthermore  
relates to a method of mounting a weight in a forklift truck.

**Please amend the paragraph beginning on page 1, line 8 as follows:**

A forklift truck has a counterweight or a balance weight made of a casting and mounted in the rear of a body frame of the vehicle for balancing the vehicle when the vehicle is loaded. The counterweight or the balance weight is hereinafter referred to as a weight. The weight is conventionally connected to the frame by a plurality of bolts and nuts. Since the mating surfaces of the weight and the body frame to which the weight is connected extend substantially vertically, the plurality of bolts needs to be inserted into their respective bolt receiving holes while supporting the heavy weight and also adjusting the weight for its connecting position with respect to the vehicle body frame. Thus, the operation of connecting the weight is a laborious and time-consuming work.

**Please amend the paragraph beginning on page 1, line 19 as follows:**

Document JP 2001151487 A~~Japanese Unexamined Patent Publication No. 2001-~~  
~~151487~~ discloses a method of connecting a weight to a frame, which reduces the time and effort  
[[i]] for connecting the weight to the frame. In this reference, a mounting part is formed on a rear  
axle frame that extends rearward from the frame. The weight is mounted on the mounting part.  
Specifically, the weight is mounted on the mounting part of the rear axle frame temporarily and  
then the position of the weight is adjusted by moving the weight in vertical, horizontal and lateral  
directions in such a manner that bolts provided in the frame coincide with bolt-holes formed in  
the weight. Then the bolts are inserted into the respective bolt-holes. Subsequently, the bolts are  
tightened by their nuts. Thus, the weight is connected to the frame.

**Please amend the paragraph beginning on page 2, line 9 as follows:**

According to[[In]] the above document~~reference~~, the weight is connected to the frame in a state that the weight is mounted on the mounting part. However, the bolts still need to be inserted into the bolt-holes while the position of the weight is being adjusted. Consequently, the time and effort for connecting the weight to the frame is not sufficiently reduced.

**Please amend the paragraph beginning on page 2, line 9 as follows:**

Also, since the forklift truck whose rear axle is mounted on the weight does not have any part for supporting the weight, extra time and effort is ~~has been~~ required when connecting the weight to the frame. In addition, for the purpose of supporting the weight, a large-sized jig or equipment is ~~has been~~ required.

**Please delete the paragraph beginning on page 2, line 22.**

**Please add the following paragraph immediately after the heading  
“Summary of the Invention” on page 2, line 20.**

It is an object of the present invention to provide a forklift truck comprising a mounting structure for mounting a weight that reduces time and effort in connecting the weight to a frame of the forklift truck. Furthermore, it is an object of the present invention to provide an improved method of mounting a weight in a forklift truck.

**Please amend the paragraph beginning on page 3, line 4 as follows:**

The present invention has the following first feature. In ~~a structure of mounting a weight in a forklift truck which has a frame, and the weight and a mounting structure for mounting the weight on that is to be connected and fixed to the frame by a bolt and a nut, the mounting structure comprises~~bolt is tightened by screwing the nut. ~~The structure includes a first hole, a second hole, a first fitting part and a second fitting part. The first hole is formed through~~

~~the frame for inserting the bolt. The second hole is formed through the weight for inserting the bolt in such a manner that the first hole and the second hole correspond to each other. The first fitting part is formed on the frame. The second fitting part is formed on the weight in such a manner that the first fitting part is fittingly received in[[and]] the second fitting part. The first hole is formed in the first fitting part and the second hole is formed in the second fitting part such fit to each other and that the first hole and the second hole are aligned with each other when the first fitting part is fittingly received in the second fitting part when the frame and the weight are combined together. A bolt is inserted through the first and second holes and a nut is screwed on the bolt for tightening. The first fitting part comprises a horizontal top portion, a first contacting portion which continues from a rear end of the top portion and extends downward and a second contacting portion. The second fitting part comprises a first bearing surface that contacts the first contacting portion and a second bearing surface that contacts the second contacting portion. The second contacting portion continues from a lower end of the first contacting portion and extends horizontally forward. The second fitting part further comprises a third bearing surface that contacts all three portions of the first fitting part.~~

**Please amend the paragraph beginning on page 3, line 16 as follows:**

The present invention has the following second feature. A method of mounting a weight in a forklift truck which comprises[[has]] a frame and the weight that is to be connected and fixed to the frame by a bolt and a nut includes ~~a first the steps of forming~~ step of forming a first hole through the frame and a second hole through the weight in such a manner that the first hole and the second hole correspond to each other and a second step of forming a first fitting part on the frame and a second fitting part on the weight in such a manner that the first fitting part and the second fitting part fit to each other. The first hole is formed in the first fitting part and the second hole is formed in the second fitting part such[[and]] that the first hole and the second hole are aligned with each other when the frame and the weight are combined together[[,]]. The second forming step comprises (i) forming the first fitting part to have a horizontal top portion, a first contact portion that continues from a rear end of the top portion and extends downward and

a second contacting portion and (ii) forming the second fitting part to have a first bearing surface to be brought into contact engagement with the second contacting portion. The method also includes a step of moving the frame and[[to]] the weight to each other in such a manner that the first fitting part is fittingly received in[[and]] the second fitting part fit to each other, and a step of inserting the bolt through the first hole and the second hole from the weight side[[,]] and tightening the bolt with the nut. The second forming step further comprises (i) forming a second contacting portion of the first fitting part such that it continues from a lower end of the first contacting portion and extends horizontally forward and (ii) forming the second fitting part to have a third bearing surface to be brought in contact engagement with all three portions of the first fitting part.

**Please delete the paragraph beginning on page 4, line 7.**

**Please delete the paragraph beginning on page 4, line 20.**

**Please amend the paragraph beginning on page 5, line 11 as follows:**

The[[Other]] aspects and advantages of the invention will become apparent from the following description, taken in conjunction with the accompanying drawings, illustrating by way of example the principles of the invention.

**Please amend the paragraph beginning on page 5, line 17 as follows:**

~~The features of the present invention that are believed to be novel are set forth with particularity in the appended claims.~~ The invention, together with objects and advantages thereof, may best be understood by reference to the following description of the presently preferred embodiments together with the accompanying drawings in which:

**Please amend the paragraph beginning on page 6, line 17 as follows:**

A forklift truck according to a preferred embodiment of the present invention will now be described with reference to FIGS. 1 through 5. ~~FIG. 1 is a partial perspective view showing a frame and a weight that is to be connected to the frame. FIG. 2 is a partial perspective rear view showing the frame and the weight that is to be connected to the frame. FIG. 3 is a side view showing the weight that has been connected to the frame. FIG. 4 is a front view showing the weight that has been connected to the frame. FIG. 5 is a top view showing the weight.~~

**Please amend the paragraph beginning on page 7, line 4 as follows:**

In FIG. 1, the left side of the figure is the front side and the right side thereof is the rear side. As shown in FIG. 1, a frame 1 of a forklift truck ~~vehicle~~ includes a left side-plate 11, a right side-plate 12 and a base plate 13. The left side-plate 11, the right side-plate 12 and the base plate 13 cooperate to define a space for accommodating therein various devices and equipment. Locating members 14 are fixed to the internal surfaces of the left side-plate 11 and the right side-plate 12 adjacent to the rear end of the frame 1, respectively. Each locating member 14 has a fitting part 15 and a bearing part 16 that extends downward from the fitting part 15. The fitting part 15 of each locating member 14 is bent substantially in J-shape, including a horizontal top portion 15a, a first contacting portion 15b continuing from the rear end of the top portion 15a and extending downward, and a second contacting portion 15c continuing from the lower end of the first contacting portion 15b and extending horizontally forward. The top portion 15a, the first contacting portion 15b and the second contacting portion 15c of the fitting part 15 are formed so as to have substantially the same dimension as measured in the direction of the width of the forklift truck. As shown in FIG. 1, an upper bolt receiving hole 19 is formed through each first contacting portion 15b.

**Please amend the paragraph beginning on page 8, line 12 as follows:**

The weight 2 is formed at the upper front surfaces on opposite sides thereof with the fitting parts 23 which are symmetrical with respect to the longitudinal center line of the weight 2. Each fitting part 23 of the weight 2 is shaped in a recessed form so as to fittingly

receive therein the corresponding J-shaped fitting part 15 of the frame 1. As shown in FIG. 1, the fitting part 23 includes a first bearing surface 23[[a]]b, a second bearing surface 23[[b]]c and a third bearing surface 23[[c]]a. These bearing surfaces 23a, 23b, 23c are formed such that, when the fitting part 15 of the frame 1 is fitted or received in the recess of the fitting part 23 of the weight 2, the third [[first]] bearing surface 23a is brought into contact engagement with the lateral surfaces of the three portions 15a, 15b, 15c of the J-shaped fitting part 15 of the frame 1, the first ~~second~~ bearing surface 23b with the rear surface of the first contacting portion 15b of the fitting part 15, and the second [[third]] bearing surface 23c with the bottom surface of the second contacting portion 15c of the fitting part 15, respectively.

**Please amend the paragraph beginning on page 9, line 5 as follows:**

A fitting recess 24 is formed in the weight 2 behind each fitting part 23 and an upper bolt receiving hole 25 is formed in the weight 2 adjacent to the fitting part 23 so as to extend from the first ~~second~~ bearing surface 23b to the fitting recess 24. The upper holes 25 and their corresponding upper holes 19 in the first contacting portion 15b are aligned with each other so as to receive therethrough locking bolts B, respectively, when the fitting parts 15 are received in the respective fitting parts 23.

**Please amend the paragraph beginning on page 10, line 14 as follows:**

First of all, as shown in FIG. 1, the weight 2 is placed below the frame 1. Then the frame 1 is lowered from above toward the weight 2. Specifically, the frame 1 is lowered in such a manner that the fitting parts 15 of the locating members 14, which are formed on the frame 1, fit respectively into the fitting parts 23, which are formed on the weight 2. That is, the frame 1 is lowered in such a manner that the side faces of the J-shaped fitting parts 15 contact the respective third [[first]] bearing surfaces 23a of the fitting parts 23, that the first contacting portions 15b of the fitting parts 15 contact the respective first ~~second~~ bearing surfaces 23b, and that the lower surfaces of the second contacting portions 15c of the fitting parts 15 contact the respective second [[third]] bearing surfaces 23c. Since the fitting parts 23 of the weight 2 formed

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to open upward, the fitting parts 15 of the frame 1 can be fitted smoothly to the fitting parts 23 of the weight 2.

**Please delete the paragraph beginning on page 12, line 21.**

**Please delete the paragraph beginning on page 13, line 9.**